

ABLE ADDRESS: 'ACHEE', HONGKONG.
S. C. CODE, 4TH EDITION

ESTABLISHED 1859.
ACHEE & CO

利廣
No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.

NEW FURNISHING
DEPARTMENT
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DEPARTMENT

New Carpets and Rugs
New Carpets and Rugs
New Carpets and Rugs
New Carpets and Rugs

New Beds and Bedding
New Beds and Bedding
New Beds and Bedding

New Curtain Muslins
New Curtain Muslins
New Curtain Muslins
New Curtain Muslins

TAKE THE LIFT TO
FIRST FLOOR.

TAKE THE LIFT TO
FIRST FLOOR.

ALEXANDRA
BUILDINGS,
DES VOUEX ROAD.



THREE PLACED WHISKIES:

1st—KING EDWARD VII.
VERY OLD LIQUEUR
Gold Label\$22.00

2nd—KING EDWARD VII.
LIQUEUR
White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00

Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:
H. PRICE & CO.,
19, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Amusements.

9.15 p.m.—Performance at Metropole
Theatre.

Miscellaneous.

Register of Shares of Hongkong and
Shanghai Banking Corporation closed
from this date to the 29th August
inclusive.

General Memoranda.

SUNDAY, August 7:—

Goods per Sagami undelivered after the
date subject to rent.

MONDAY, August 8:—

3 p.m.—Auction of Crown Land at the
Public Works Department's Office.
Transfer Books of Hongkong & Whampoa
Dock Co., Ltd., closed from this date
to the 22nd August inclusive.

Goods per Glenesh not cleared on this
date subject to rent.

TUESDAY, August 9:—

Goods per Merionethshire undelivered
after this date subject to rent.

TUESDAY, August 16:—

Noon—Meeting of Shareholders of The
Hongkong, Canton and Macao Steam-
boat Co., Ltd., at the Company's Office.

SATURDAY, August 20:—

Noon—Meeting of Shareholders of The
Hongkong and Shanghai Banking Cor-
poration, at the City Hall.

MONDAY, August 22:—

Noon—Meeting of Hongkong & Wham-
poa Dock Co., Ltd., at the Company's
Office.

SATURDAY, August 27:—

Meeting of Hongkong Gymkhana Club
at Happy Valley.



**A. S. WATSON & CO.,
LIMITED.**

ESTABLISHED 1841.

THE

Hongkong

Dispensary,

ALEXANDRA

BUILDINGS

HAVE THE

FINEST SELECTION

OF

PERFUMERY.

SOAPS.

TOILET

REQUISITES.

&c., &c., &c.,

in the

EAST.

A. S. WATSON & Co., Limited.

The publication of this issue commenced
at 5.15 p.m.

The China Mail.

HONGKONG, FRIDAY, AUGUST 5, 1904.

EDITORIAL COMMENT.

When doctors disagree it

THE ASININE is said the patient dis-

LAW. When judges disagree the

patient—as personified by

the litigant—either gets off or is law

sick for the rest of his natural life.

When a man who has gone through the

slow grinding mills of the Courts comes

out he is sadder, but never wiser. No

man can get wisdom out of the law.

The more he searches in the dark places

for light the denser becomes the gloom

around him. The more lawyers there are

the worse confounded becomes the con-

fusion. Each individual attorney finds

some new ground for argument. The law

has a 'letter' and a 'spirit.' Lawyers—

and judges, too, apparently—can deal

with whichever they like, but in both

there are innumerable avenues for

escape from tight corners. That was

clearly demonstrated in our own

Supreme Court in what promises to

become notorious as the 'Bamboo case.'

There we had judges arguing

from different standpoints. One took

the 'letter' and the other the 'spirit,'

and they dealt with the case as if solely

for the purpose of showing the people

at large the sort of legal volcano upon

which they are always treading. We

are not the only ones in danger. The

same volcano is ready to erupt all over

the Empire. In Australia the new

High Court, in its appellate jurisdiction,

put up the unique record of reversing

the decisions in the first eight cases

which came before it. The press of

the Commonwealth then had lots to say

on the capabilities and possibilities of

the asinine law, and the comments on

the matter by the Sydney Daily Tele-

graph are particularly appropos of our

own little 'Bamboo case.' That journal

says that if High Courts are to go on

reversing the judgments of lower

Courts 'the question will be to what

extent public confidence in the ability

of the lower Courts to interpret our

laws can stand the strain. If they are

found to be wrong every time their

decisions are appealed against, what is

there to convince people that when

their verdicts, through lack of means to

continue litigation or other causes, are

accepted they are necessarily right?

But after all legal judgments are worth

very little more than the opinions of

the judges who deliver them, and most

litigants know to their sorrow how the

opinions of lawyers on the simplest

points are capable of differing. Taking

them out of the hurly burly and placing

them on the bench unfortunately does

not get over this difficulty. The more

lawyers usually the more opinions, and

it seems to be the same with courts.

There are some apparently plain prin-

ciples of law upon the application of which

the Courts of the Empire seem totally

unable 'to come to a unanimous agree-

ment. For instance, 'what constitutes

'a place' under the Betting Act is a

question that has gone the whole round

of the English and Colonial courts at

various times with results that grow

more and more bewildering in propor-

tion to the number and weight of the

authorities brought to bear upon it. It

is much the same with reference to the

law relating to 'tied houses.' As in re-

gard to betting numerous contradictory

decisions have been given upon this

matter, court upsetting court and being

itself in turn upset until the litigants

generally get exhausted and the status

quo remained surrounded by a legal

confusion worse confounded. It is not

at all impossible that if there was an

other tribunal empowered to revise the

judgments of the Federal High Court

some of the eight verdicts which it has

given against the decisions of the State

Court would be reversed, and a further

authority, if it existed, might alter some

of them again. By all experience this

would now and again be more likely to

happen than not. Who can tell, there-

fore, where the finality based on abso-

lutely demonstrable right and wrong in

legal cases is ever to be found? And

where is the proof that by carrying any

case further justice will fare better or

worse? There seems no certainly at all.

Yet the laws which so utterly confound

their expert interpreters are supposed to

be understood in all their profoundest

subtleties by the most ignorant member

of the community, who technically

transgresses at his peril. It is as

Stephen Blackpool said, 'All a muddle,

and multiplying the interpreters of the

law does not necessarily assist

toward clearing it.'

The information con-

tained in our special

cablegram to-day will

give pause to those who

imagine that the Rus-

sians are now ever likely to retrieve

their previous losses. If the informa-

tion is correct, and we have no reason

to doubt it, Kuropatkin has evidently

come to the conclusion that he is waging

a hopeless war. His early boast to be

in Tokyo in June or July dictating

terms to the Japanese, and his failure

to even once repulse the forces of the

Mikado, have made a brag of him.

And like a braggart his heart has sunk

into his boots at the very time when

the Russian people rely upon him doing

something to wipe off the slate the sen-

sational failures their forces have had.

At Liaoyang Kuropatkin has spent

months in making preparations to

crush the very life out of the aggressive

armies opposing him. He has laid

mines, dug staki-pits, built forts, and

made entrenchments—but he dug and

mined without his host. He made all

his preparations apparently to meet a

frontal advance. His discovery that

the Japanese have turned his flank and

are about to threaten his rear has no

doubt thrown him into the consternation,

which has caused him to seek safety

in the north. Though the telegram

declares that Liaoyang will not be

deserted without a fight, we doubt it.

We believe that when the Japanese are

ready to make the assault Kuropatkin

will deem it wiser—if he does not want

to participate in another Sedan—to

follow the custom of the arab and steal

away in the night. If he does not do

that, he will probably find himself

surrounded and cut off entirely from

his prospective comfortable winter

quarters in Harbin. The Japanese are

aiming at cutting him off, and we have

already seen sufficient of Japanese

strategy to thoroughly believe that they

will do it if Kuropatkin will only wait

for them to commence the attack. The

Japanese generals are surer than

Kuropatkin, and the soldiers act with

more independence than the Slavs, and

they march at nearly double the speed.

Kuropatkin has evidently realised these

points of superiority, and he intends to

make a final fight in order to appease

the Russian public whilst he has time

to clear off northwards. After

Liaoyang the Japanese will have con-

trol of a serviceable length of railway,

and, with Newchwang now—and later

on Port Arthur—as a support, will be

able to keep the army well supplied

throughout the winter. It was the

question of transportation which threat-

ened to do damage to the Japanese

efficiency in the winter, but with a line

open to them the risks will be reduced

to a minimum. The Japanese have all

along aimed at securing the Manchurian

railway, and the masterly manner in

which they have managed it is worthy

of the highest admiration. Kuropatkin

is in a desperate fix now, and the sooner

he gets out of Manchuria the better for

himself, the poor unfortunate man un-

der him, and his country generally.

A Tramway Accident.

A Tramway accident resulting in the

death of a Chinese boy, aged 16, is re-

ported from the Reclamation tramway line,

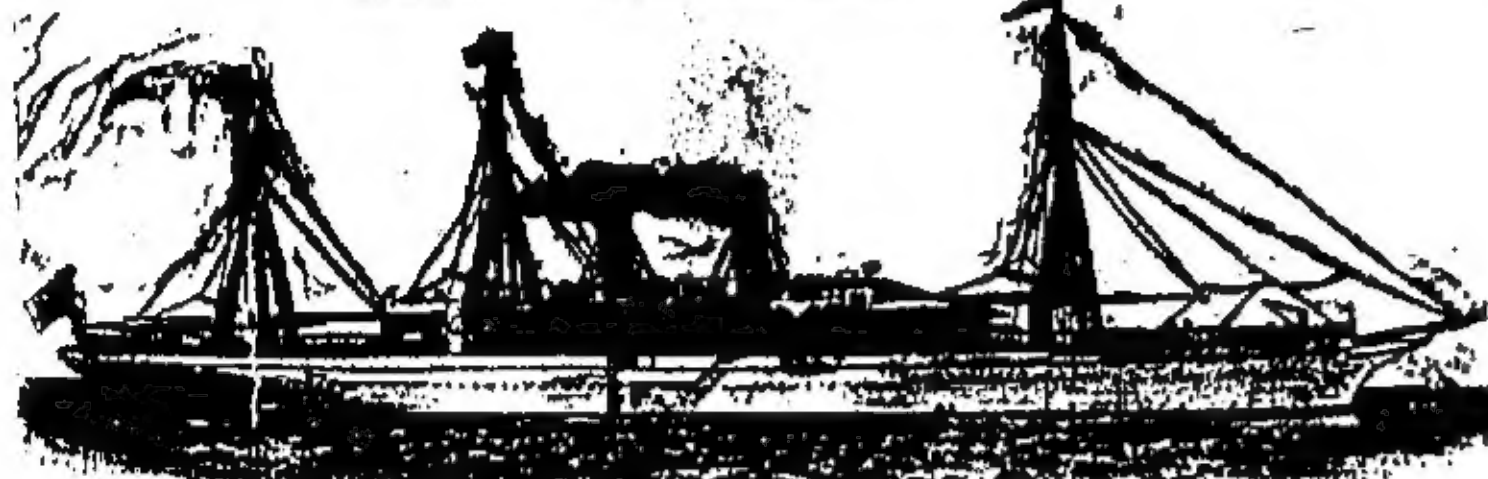
Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	(Commanded) (G. M. MONTGOMERY, R.N.R.)	About 11th August	Freight and Passage.
LONDON, &c.	(Simp.) (F. R. SUMMERS)	Noon, 13th August	See Special Advertisement
SHANGHAI AND KOBE (Passing through the INLAND SEA.)	(Formosa) (P. H. W. SNOW)	About 23rd August	Freight and Passage.

For further Particulars, apply to
P. & O. S. N. Co.'s Office, Hongkong, August 4, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Empress Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Saving 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

STEAMSHIP	TONS	WEDNESDAY, Aug. 10, 1904.
R.M.S. TARTAR	4425	WEDNESDAY, Aug. 10, 1904.
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY, Aug. 24.
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY, Sept. 21.
R.M.S. ATHENIAN	3882	WEDNESDAY, Oct. 12.
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY, Oct. 19.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.
Intermediate on Steamers, £40. and 1st Class Rail, £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent, PEDDER STREET.
Hongkong, August 3, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOBI, KORE & YOKOHAMA; FOR

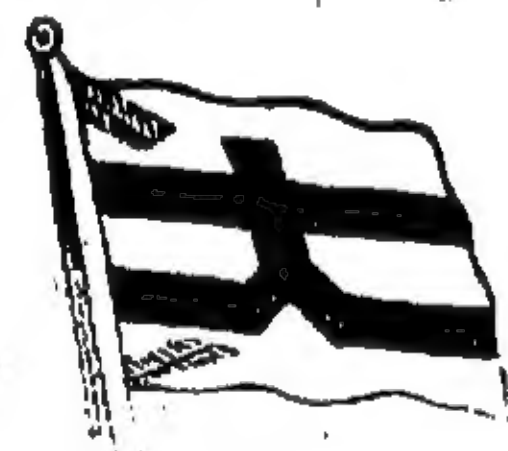
OPERATION IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4488	BAELE	August 26, 1904.
ARAGONIA	5198	SCHULDT	Sept. 14, 1904.
NUMANTIA	4370	—	Oct. 10, 1904.
NICOMEDIA	4370	WAGNER	Oct. 23, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, August 3, 1904.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN.	SATURDAY, Aug. 6, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	M. STURVE, Capt. T. BEATTY.	SUNDAY, 7th, Aug. at 10 a.m.
ANPING, Via SWATOW AND AMOY.	ZRITOS, Capt. H. KRAFT.	WEDNESDAY, Aug. 10, at 10 a.m.
TAMSUI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN.	SUNDAY, 14th, Aug., at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
RYADES	5753	Geo. Wright	August 11.
SHAWMUT	8606	W. M. Smith	August 31.
THOMONT	8606	T. W. Garlick	October 1.

FOR MANILA.

The largest, sturdiest, and most comfortable steamers for Manila.
S.S. SHAWMUT..... 8606 tons Capt. W. M. Smith..... About 11th August.
S.S. THOMONT..... 8606 tons Capt. T. W. Garlick..... About 19th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COOKING. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmuts and Thomonts have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to
Doddwell & Co., Limited, GENERAL AGENTS.
SWAN'S BUILDINGS, Hongkong, July 29, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	MACHAON	7th August.
GLASGOW AND LIVERPOOL	GLAUCUS	8th August.
GLASGOW AND LIVERPOOL	IDOMENEUS	19th August.
GLASGOW AND LIVERPOOL	TYDEUS	26th August.
GLASGOW AND LIVERPOOL	ANTHEUS	2nd September.
GLASGOW AND LIVERPOOL	TELEMACHUS	4th September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	MOVINE	10th August.
GENOA, MARSEILLES & LIVERPOOL	SARFEDON	20th August.
LONDON, AMSTERDAM & ANTWERP	PELEUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	13th September.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	22nd September.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	30th September.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA.	MACHAON	11th August.
	TELEMACHUS	7th September.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, August 5, 1904.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL
OEBU AND ILOILO	SUNGLANG	6th August.
NINGPO AND SHANGHAI	WHAMPOA	8th August.
MANILA	TAMING	9th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	THIAN	10th August.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, August 4, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardsness carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	Aug. 6, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Aug. 13, at 10 a.m.
PERLA	1980	A. H. Notley	—	—

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 30, 1904.

AUSTRIAN NAVIGATION
LLOYD'S STEAM
COMPANY.

STEAM FOR
FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRASSIA, to SOUTH AFRICA, RED SEA,
BLACK SEA, LEBANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship
NIPPON
Captain MITSUKAWA, will be despatched as
above on WEDNESDAY, the 31st August,
p.m.
For information as to Passage & Freight,
apply to
SANDER WHEELER & Co.,
Agents,
Princes Building.
Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

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Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

Hongkong, August 2, 1904.

Shipping.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND
RANGOON.
THE Company's Steamship
PURNIA,
Captain F. W. PACKHAM, will be despatched as
above on SATURDAY, the 6th inst.,
at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, August 4, 1904.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & TAMSUI.
THE Company's Steamship
HAILONG,
Captain Orow, will be despatched for
the above Ports on SUNDAY, 7th inst., at
11 a.m.
For Freight or Passage, apply to
DOUGLAS LARRAK & Co.,
General Managers.
Hongkong, August 4, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.
THE Steamship
BENLARIQ,
Captain WALLACE, will be despatched as
above on or about TUESDAY, the 9th
August, 1904.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, July 21, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
NOTICE.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT, MAR-
SEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX.

Also
PORTS OF BRAZIL & RIVER
PLATE.

ON TUESDAY, the 9th August, 1904,
at 1 p.m., the Company's Steam-
ship OOKANIZEN, Captain OLIVER,
with MALES, PASSENGERS, SPOTTE,
and CARGO, will leave this Port for
MARSEILLES, Via Ports of Call, WITHOUT
TRANSITING.

Cargo and Special will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.
Shipping Orders will be granted till
Noon only on MONDAY, the 8th August,
Specie and Parcels received until 4 p.m.
on the same day. No Cargo will be re-
ceived on board on TUESDAY.
Parcels are not to be sent on board;
they must be left at the Agency's Office.
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, July 29, 1904.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA,
VIA PERMAN GULE, CON-
TINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain
F. R. SUMMERS, carrying His
Majesty's Mails, will be despatched from
this Port on MONDAY, on SATURDAY,
the 13th August, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's a.s. China, 7919
tons, from Colombo, Passengers' accommo-
dation in which vessel is secured before
departure from Hongkong.
Sile and Valuables, all Cargo for France,
and Tea for London (under arrangements) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Ballarat, due in London on the 28th Sep-
tember, 1904.
Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, July 30, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at TAMSUI, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
EURE
Captain HADAM, will be despatched for
the above Ports on WEDNESDAY, the
17th August, at Noon.

This well-known Steamer is specially
fitted for Passengers, and has a Refrig-
erating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
The Steamer is installed throughout with
the Electric Light.
A Stewardsess and a duly qualified Sur-
geon are carried.
N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, July 29, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG OHOW
1,300 tons..... Captain J. P. MARTIN
KWONG FUNG
1,339 tons..... Captain E. W. WILSON
Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers, and are lit throughout by
Electricity.
Package Fare—Single Journey, \$4.00
Meals..... \$1.00 each.
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON & CO., LTD.
YUEN ON & CO., LTD.
No. 8, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Hongkong, February 18, 1904.

Shipping.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
THE Company's Steamship
LAISANG,
Captain E. J. TAYLOR, will be despatched as
above on TUESDAY, the 9th inst., at
3 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, August 2, 1904.

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With Liberty to call at Philippine Ports).
THE Steamship
EUDON,
will be despatched on or about SATUR-
DAY, the 10th September, 1904.
For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department.
Hongkong, July 27, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.
THE Company's Steamship
MANCHE,
Captain..... will be despatched for
the above ports on or about WEDNES-
DAY, the 10th inst.
G. DE CHAMPEAUX,
Agent.
Hongkong, August 4, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports).
PROPOSED SAILINGS FROM HONGKONG.
TO SAIL 1904.
BEDOUIN..... About Aug. 10.
LOWTHER CASTLE..... Aug. 25.
ATHOLL..... Sept. 15.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, August 5, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EPSOM,
Captain J. WHITE, will be despatched for
the above Port on or about SATURDAY,
the 3rd September.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, August 4, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Loising,
having arrived from the above Port
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 4th
inst., will be landed at Consignees' risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, August 1, 1904.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship Glenak, having arrived
from the above Port, Consignees of
Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can
be obtained as soon as the Goods are landed.
Goods not cleared by the 8th inst., will
be subject to rent.

No Fire Insurance must be effected.
All Damaged Packages must be left in
the Godown, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival,
after which no Claims will be recognised.
McGREGOR BROS. & GOW.
Hongkong, August 1, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Loising,
having arrived from the above Port
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 4th
inst., will be landed at Consignees' risk
and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, August 1, 1904.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANT-
WERP, LONDON AND STRAITS.

THE Steamship
MERIONETHSHIRE,
Captain G. C. OUNDY, having arrived
from the above Port, Consignees of
Cargo are hereby informed that their
Goods are being landed at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., at
Kowloon, and stored at Consignees' risk
and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 9th inst.,
will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 9th inst., at
2.30 p.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.
Hongkong, August 3,

